

Entimations.

A. S. WATSON & CO.

HAVE LATELY RECEIVED A SUPPLY OF THE FOLLOWING:

SCOTT'S ELECTRIC TOOTH BRUSHES.

SCOTT'S ELECTRIC HAIR BRUSHES.

SCOTT'S GALVANIC GENERATORS.

GLASS STOPPERED GLOVE BOTTLES.

TONGA.

FELLOW'S COMPOUND SYRUP.

HYPOPHOSPHITES.

VALENTIN'S MEAT JUICE.

SAVORY AND MOORE'S.

PETTONISED MEAT.

VASELINE SOAP.

ROBART'S GOLDEN HAIR DYE.

NEW PATTERN TOOTH BRUSHES.

VINSANTE.

A NON-ALCOHOLIC SIMULANT CONTAINING HYPOPHOSPHITES.

A. S. WATSON & CO.

GENERAL CHEMISTS.

AND

AERATED WATERS.

MANUFACTURERS.

HONGKONG DISPENSARY.

HONGKONG.

431

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the free discussion of questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

THE HONGKONG TELEGRAPH.

HONGKONG, TUESDAY, JULY 25, 1882.

THE GREAT SHIPPING QUESTION OF THE DAY.

Writes "A Seafarer" to the *Scotsman*, is the headline. Who is to be responsible for PLIMSOLL'S MARK? Is the shipowner to go on fixing it at his own risk, or will the Government fix it for him? and, if so, where? Is the carrying power of a vessel to be calculated by her surplus buoyancy, or is her clear side to be taken in relation to her depth of hold?—and is it possible to fix one loading point for all vessels, whether they be well-decked ships, or flush-decked ships, or hurricane-decked ships? All these are scientific conundrums, which will have to be solved sooner or later. They are certainly of the gravest possible moment to the shipping interests. As the law now stands, a shipowner is permitted to determine at what height on the vessel's side a loadline shall be fixed; but, if, in the opinion of the officials, the loadmark does not furnish sufficient freeboard, the ship can be stopped, and forced to discharge as much of her cargo as shall raise her to the height the officials may consider she requires. The injustice of this is tolerably obvious. Practically, the Board of Trade have their preconceived theory of the proper freeboard of every vessel. They or their representatives say, "Yonder is a vessel of 3,000 tons. She needs so many feet of clear side. Her owners, in our opinion, are overloading her. But let them proceed. When she is full, her stores, crew, and passengers aboard, and everything ready for the voyage, we will stop her and force her to discharge." Now, if the Board of Trade can decide after, why can they not decide before? Why should shipowners be obliged to guess at the theories of freeboard which the board have in their mind, and be visited with the penalty of a costly delay if their conjectures should be wrong? The Government authorities say, we will not fix the loadline; you must do that at your own risk. But practically they do fix the loadline by empowering their representatives to stop ships which look to be overloaded. Surely it would be more consistent with common sense and common justice to determine a loadline for the shipowner before he fills up his ship than to keep the determination carefully concealed from him until his vessel is about to start or actually has commenced her voyage. This, then, as I have said, is the great shipping question of the hour, and it is the outcome of the wise and humane consideration how to diminish the perils of the deep for those who have to seek a living upon it. It is to be hoped that the numerous scientific controversies which have

grown out of the subject of the loadline may not overcloud and conceal the object the Plimsoll disc was intended to effect. That object was to prevent owners from sending human lives to sea aboard ships so deeply freighted that the first heavy gale of wind was bound to sink them. Unhappily departmental timidity has gone very near to neutralise a great and beneficent measure without satisfying the class who were to be appeased and quieted. Many overloaded ships contrive somehow to sneak off to sea unnoticed by those functionaries whose duty it is to stop such vessels. If they founder with all hands the law considers itself sufficiently avenged by mauling the owners and imprisoning them. Unfortunately, this does not save the sailor's life. It is another illustration of the truth that every special interest is bound to suffer from the lack of thoroughness in the measures of those to whom it looks for protection. One seems to find the same perfidy in most of the legislation that deals with sailors. It was a good thing to extinguish the old floating coffins. And yet it was but a half-measure, too. It was merely lopping of a few twigs from a great rotten branch. A much larger evil than the despatching of unseaworthy ships was left untouched—I mean the construction of unseaworthy ships. It was monstrous, indeed, that men should be allowed to despatch on a dangerous voyage vessels which had been afloat for years and years, cobbled-up old fabrics which leaked like sieves, but whose safety was a matter of profound indifference to their owners, because of the insurance that must make whatever happened, good luck to them. But it seems to me much more monstrous that men should be allowed to build ships, and great ships, too, every one of which carries as large a company of souls as would equip a whole fleet of the old condemned coasters—whose iron frames and whose iron plates are fit for nothing but to be branded with the word "Murder," so that when the metal fragments come ashore the beholder may know for what purpose they were designed.

Legislation has protected the sailor; but read the reports of the marine inquiries held. Take the trouble to count for yourself the number of missing ships—missing nobody knows how nor why—which are catalogued in a short twelve-month. Glance at the depositions of the men brought ashore from vessels which have foundered under their feet. Here are facts speaking with a trumpet-tongue, sounding a deep and bitter reproach upon our British ears, and converting our legislative efforts into mere irony. Will any seaman pretend that Plimsoll's mark, as we now have it, has abridged, by so much as one sixtieth part of the whole, the perils he had to face before the question of freeboard was ever made a subject of discussion? Will he assert that the extinction of the "floating coffin" has increased the chances of his safety, in the face of the innumerable iron ships which are, month after month, slipped along the greased ways into that ocean whose bottom they are bound to sound in due course? I am not speaking of the great ocean passenger steamships; she, no doubt, in point of construction and strength, may be as perfect as she looks, with the exterior gilt and paint, and the interior sumptuousness of velvet, and silk, and polished panelling. I am referring to the class of vessels which are doing the work of the old condemned coasters, and more than the work, since we find them pushing into seas into which the "coffin" never ventured. "The vessel did not arrive at her destination," runs the report of a recent inquiry held by Mr. H. C. ROBERTS, "it may therefore fairly be concluded that she has gone to the bottom, and the object of the present inquiry is to ascertain, if possible, how she has been lost." "If possible!" To show the character of that possibility the Annex prints it thus: "Could anything be more eloquent? Will the builder interpret those points to signify his rivet-holes; or take from a late deposition the narrative of a shipmaster, who relates that 'he proceeded; the wind was so and so; such and such a light bore N.W., the land was three miles distant, the sea smooth, and the vessel steaming full speed. On a sudden it was noticed that the ship was down by the head. The engineer sounded the forehold, and found nearly four feet of water in it. Then all hands were called on deck and the steam pumps set to work. But the water gained on the pumps, and meanwhile the vessel steadily continued to settle down by the head. The fore hatches were removed, and nearly six feet of water found. The pumps continued working, and the crew baled with might and main with buckets. But all was of no good, so dependent got the boats ready for use. He tried to drive his ship shorewards, but she would not answer her helm, on which he stopped the engines and lowered the boats. They were picked up by another vessel, and shortly after they were aboard the ship

they had quitted went down head foremost. This occurred close to the land, where there was plenty of help, and so we get the poor shipmaster's deposition. But it might have occurred leagues out at sea, where there was no succour, and then the ship would have been missing, 'nothing heard of the crew,' and the formal marine inquiry would have wound up with another handful of dots. And what caused that steamer to go down head foremost on a fine clear day, and in smooth water? There was no collision; there were no shoals. Hada butt started? Had a head-plate worked loose? One is inclined to say *ex post hoc* of such disasters as this. They should save marine courts a deal of brain-cudgelling over circumstances which, in the days of teak, and oak, and treenails, would truly take very solemn rank among the 'unaccountables.'

This deposition worked very strongly in my head the other day when I happened to find myself standing under the bends of the towering iron skeleton of a ship that when completed would be a A 1 red letter, and qualified to carry 3,000 tons of merchandise. The hammering all about me was sharp and furious, the sparks flew wildly, and as the white-hot rivets popped out of the holes they were cut and hammered by the men as though they were carrots. There were other ships on a line with this, one completely plated and painted, another half-finished, a third a mere outline of frames and keelson and stern-post and stem-pieces. I thought that she had more the look of the frame of a gigantic umbrella than of a fabric that was to give battle to roaring gales and thunderous seas. But the scene was an imposing one, and especially imposing was the appearance of the completed ship with the polish of her clean metal run and the gilt tracings about her figurehead and quarters. And yet when I turned my eyes from her to the skeleton under which I was standing I somehow felt a good deal of my admiration leaking away from me. I called to a man who was hammering close beside me. "Do you know what lagging is, my friend?" "Ay," said he, looking at me with a broad grin, "ye don't need to go very far to find out the meaning of that word." "These things," said I, striking a long curve of metal, "which in a wooden ship would be spoken of as ribs, are called frames, aren't they?" "Ay, those are the frames," he answered. "I suppose they have a good deal of weight to bear, a good deal of pressure to resist?" said I. "Rather," he replied; "why they're pretty nigh the ship, man." "Then what do you make of that flaw there, and that crack there, and there, and there?" said I, pointing to the places as I spoke. "Pooh!" said he, "when the plates are on that's all covered up." "Yes," said I, "so I suppose; but do you know I don't see a frame that hasn't three or four—and there's one with six—of those cracks and flaws plain to be viewed upon it. Considering the dimensions of this vessel, and the extraordinary fragility of these frames, do you think it wise—I'm speaking in the interest of human lives, my man—to put in such defective iron as this?" He made no answer, and was about to resume his work. "Here," said I, "there is no thirstier work than hammering," and I gave him a shilling. "How do you get the iron plates which cover these ribs to fit?" "They're rolled," he replied, pocketing the shilling with a look around. "This part of the plate that overhangs another," said I, "is, I think, called the landing?" "Ay," said he, "the lannin, that's right." "Do you see this landing, here?" I asked. "I'm not sure that I couldn't put my little finger between it," "Oh, the rivets 'll draw that into its place," said the man. "Yes," I exclaimed; "but you wouldn't call it a fit?" "No," he answered; "I wouldn't call it a fit, but the rivets 'll make it one." "But, don't you see," said I, "that by pressing these plates together with the rivets you are putting work on the rivets which they ought not to bear? If the blow of a sea springs the rivets, the plates must yawn open. At this rate it seems to me that the rivets not only keep the plates together, but actually give the hull its shape." "What are ye, sir?" said he to me; "a surveyor?" "No, my man," I replied; "if I were, I should be talking to your master, not to you. Here's another point that strikes me as worth noticing. Look at these rivet-holes. They're all punched, I observe." "Certainly they're punched," he answered. "But don't you think they ought to be drilled?" I asked; "punching is bound to weaken the rivet-holes by cracking and dislocating the fibres of the metal around them, and rendering them all the less fit as a hold for the rivets." "Drilling 'ud be much better, of course," said the man; "but it 'ud pretty nigh double the expense, and that 'ud be going the wrong way to what the shipowners want." "But here again I see another curious feature," said I. "Look through these rivet holes, one after another, as many as you choose.

There's actually not a single hole in the front plates that corresponds with the holes in the plates at the back. How on earth are you going to drive a rivet through such a hole as that, for instance?" said I, pointing to a hole that was so much lower than the hole behind it that the apertures where the two plates met resembled a half room. "Oh, we'll rivet 'em somehow," he answered, laughing, and without even glancing at the holes to which I sought to direct his attention.

At this juncture somebody who might have been the manager came sniffing curiously about me; the man went on with his work, and I moved off. Before quitting the yard, however, I walked over to the other vessels—the incomplete ones, I mean—and had a look at them. Here I found precisely the same kind of workmanship and material—the frames full of cracks and flaws, the rivet-holes roughly punched, and not a single hole corresponding with the holes behind; the "landings" yawning and waiting for the rivets to be prized and warped and severely strained into their places. I am not writing learnedly; I am avoiding all technicalities, as I wish the land-going public who know nothing about marine terms to understand me. Neither do I assert that this shipbuilding yard which I inspected is a typical one. But this much I will say, and as a man who has some small knowledge of the power and fury of the sea in a time of tempest—that were I a fore-castle-hand and had to choose between one of these brand-new A 1 red-letter iron steamships of from two thousand to three thousand tons gross and one of the old coasters which have long since been condemned and rendered impossible, I should be perfectly content to abide by the toss of a coin for the sort of ships I am writing of. The problem is now how to build the cheapest steamer to carry a maximum cargo on a minimum draught of water, and to pass the surveyors' as fit to go to sea and do heavy work there. The shipbuilders are not to blame. They will do good work for good money; but if good money is not forthcoming, though some kind of work be expected, then they will give you frames which are only fit to sell for old iron; the workmanship will be mere "lagging," the plates will be wrenched and warped into any kind of abominable fit by the rivets; the whole structure and the lives of the people who commit themselves to it will be made to depend upon points which no honest shipwright would dream of reckoning as factors in the binding and holding powers of the fabric; and the false and frail contrivance, doctored up and smothered over with paint, will be launched with all haste, that the account may be settled, and the next order proceeded with at once. Therefore in so far as the loadline is designed, for the protection of the sailor against the rapacity of those owners who would load their vessels down to their waterways, if they could only manage to make them float at that, there must always be a most unpleasant quality of insufficiency in the controversies the subject has excited, so long as they exclude consideration of the kind of vessels which are launched month after month and year after year from certain shipbuilding yards. The grim absurdity of painting or nailing a loading disc upon the side of a vessel which bears much such a correspondence with a strong, well-constructed ship as a cheap suburban villa built with nine inch walls bears to a house in Grosvenor or Berkeley-square, struck me forcibly, as I stood the other day looking at the flimsy metal skeletons which, when plated with thin sheets of iron and loaded with the dead weight of coal and freight and engines, are to confront and give battle to the terrible sea. I shall be asked if no protection is afforded the sailor against the deadly risks such shipbuilding as this involves by those marine surveyors, whose duties as inspectors are very clearly and precisely laid down for them by the authorities they represent? I answer, let those interested in the subject make a tour of inspection for themselves—slip in quietly, as I did, into those shipbuilding yards where cheap steamers are manufactured, and judge with their own eyes to what extent I am inaccurate in affirming that a serious proportion of the ships which are built in this country are renewing with tenfold disgrace those maritime crimes which were supposed to have been ground out of our civilisation, and reviving with tenfold horror those peculiar forms of marine disasters which were hopefully assumed to have been shelved along with the old wooden craft.

TELEGRAMS.

The following telegram has been received by post from Shanghai.

VIA RUSSIA.

LONDON, 17th July.

Order is restored at Alexandria.

3,500 British troops have arrived.

The French Government have accepted the invitation of the British Government for the joint protection of the Suez Canal.

THE STEAMSHIP *Cutterthun* will dock at Sam-shui-pu to-morrow.

REOPENING OF VISITORS to the City Hall Museum for the week ended July 23rd, were:—European 174, Chinese 2,145, total 2,319.

THE dead body of a Chinaman was found yesterday at Kai-lung-wong, between Aberdeen and Pok-fu-lum, and was sent to the Civil Hospital.

THE Government and Volunteer Fire Brigades will meet for Parade and Inspection at the Central Fire Brigade Station this afternoon at half past four o'clock.

WE are informed by the Agent of the E. E. A. and China Telegraph Company, Limited, that the incoming French mail passed Cape St. James at 11.45 p.m., yesterday.

WE are informed by the Agent of the Messageries Maritimes that the Company's str. *Saghalien*, with the next French mail, left Saigon for this port yesterday, at 6 p.m.

WE read that a race boat of a new pattern has been built in Tokio. It is planked with *Kiri* (*Pambonia Imperialis*) and lacquered. Its swiftness is said to be unsurpassed.

WE note that a general opinion prevailed in the City of London on the 18th instant to the effect that the Egyptian question would be finally settled without much difficulty. *Nous verrons!*

THE *Hochi Shinbun* states that the Japanese Government intends to present a steamboat to the King of Korea, and that the vessel is now being built in the Yokosuka Dockyard with all possible despatch.

IF the *Mainichi* is to be believed, says the Japan Mail, the Japanese diplomatic agents in Corea have telegraphed to the Foreign Department at Tokio that Corea has strictly interdicted the sale of hides to, and purchase of shittings from, Japan.

THE blacksmith charged with house-breaking and stealing clothing valued at \$26, the property of sundry people living at No. 15 Ship Street, on the 7th instant, was this morning committed for trial at the Supreme Court. Two previous convictions are recorded against the prisoner, who went under another name.

THE proposed establishment of a steamship company by the Japanese Government is said to have been suggested by Mr. Irwin, an employe of the *Mitsui Bussan Kaisha*. He is said to have informed his friends that his memorial to that effect has been duly considered by the authorities, and that a large steamship company will soon be established. *—Hochi Shinbun.*

ACCORDING to the *Rising Sun*, the influential proprietors of the Karatsu coal mines have evidently proved successful in their endeavours to obtain Government permission to ship their output direct to foreign ports, as we hear that a branch office of the Nagasaki Custom House has recently been established there for the purpose of collecting dues and entering and clearing foreign vessels.

THE construction of a submarine cable from Japan to Korea being deemed an urgent necessity, the authorities have (according to the *Mainichi*), made various efforts to further the scheme; but it cannot be undertaken at present owing to its great cost. At any rate, the Japanese Government is said to be very anxious to facilitate telegraphic communication with the peninsular Kingdom, especially so after recent events.

THE *Mainichi Shinbun* publishes a correspondence stating that a Kagoshima shizoku, Mr. Shimomura Kinichiro, who some years ago discovered Matsushima Island (or as Koreans call it, Utsuriku-to) North-east of Fusan, has lately made a tour in a sailing vessel in the waters between Japan, China, and Korea, and discovered four uninhabited isles, some of which are, says the correspondent, as extensive as *Kishuu*.

THE *Choya Shinbun* states that the shells discharged by a certain German man-of-war, which has recently been in the waters of Awamori for target practice, have sometimes reached the villages along the coast. "Not only does the exercise much hamper the fishing industry, but it is absolutely dangerous to life, and therefore the local police authorities, in compliance with an application from the villagers, have remonstrated with the Commander of the foreign ship."

THE *Hochi Shinbun* asserts that of late China has been assiduously interfering with Korea; that the treaty between America and the latter country was drafted by an English-speaking student of Li Hung-chang's staff; that the Sui Government relies upon that of Peking in all matters of detail; and that therefore the relations of the two countries are very intimate. The same paper states that China has determined to resume negotiations with Japan on the Riu Kiu question.

THE remains of Mr. Matsuda, late Governor of Tokyo, were interred in the Aoyama cemetery with becoming pomp on the 8th instant. The Emperor was represented by Mr. Sanjoniishi, Imperial Chamberlain, who conveyed, on behalf of His Majesty, to the family of the deceased, yen 1,500, and sundry rolls of silk. Princes of the Blood and Ministers of State were represented by some of their suites. Privy Councillors, Heads of Departments, and Foreign Representatives joined in the long procession, which was escorted by guards of honour, and detachments from both military and naval bands. *—Japan Mail.*

ABOUT half-past ten this morning, a coolie, while employed in discharging cargo on board the steamship *Pernambuco*, died suddenly, from heart disease, it is supposed. The body has been sent to the Civil Hospital.

FOR stealing a cotton jacket, the property of a fan maker, a tailor was rewarded with six weeks' hard labour this morning by Captain Thomsett.

—For being found in unlawful possession of a bamboo blind, a coolie was sent to keep the tailor company for a fortnight.

INSPECTOR STANTON, in charge at Aberdeen, descended upon a Chinese shop at Ap-iti-chau yesterday under a warrant, and seized 11 large jars and 5 bottles of samshu, besides other smaller quantities. He summoned the shopkeeper to the Police Court this morning for retailing samshu without a licence, a Chinese constable having purchased some in the shop through a boatwoman. Captain Thomsett fined the shopkeeper \$25 or a month's imprisonment, and ordered the samshu to be forfeited.

SAVS the Nagasaki *Express* of the 15th inst.:—On Tuesday evening H. B. M.'s surveying vessel *Magpie* and gun vessel *Paschend* arrived from Yokohama, the latter vessel leaving again at noon on Thursday, bound to Hongkong. The *Magpie* remains about one week from date. The *Flying Fish* left yesterday for Corea, on a surveying cruise. The *Moorken* and *Zephyr* are, we believe, expected. The cruising squadron has left Yokohama for Hakodate, in which vicinity they will remain during the hottest part of the summer, and in all probability the whole fleet will visit this port again early in the autumn. It is officially reported that the *Iron Duke* will be relieved by the *Audacious* in September.

ACCORDING to the Japan *Gazette* the Japanese steamer *Riofu Maru*, of 200 tons capacity, has been chartered by Messrs. E. C. Kirby & Co. for the purpose of proceeding to the wreck of the *Mary Tatham*. The *Riofu Maru* arrived here from Kobe on the 21st and, having coaled, started on the 23rd to her destination, taking the requisite machinery for getting the stranded vessel off, besides a company of eight experienced foreigners and sixty Japanese mechanics and workmen. Among the machinery are two pumps capable of pumping eight thousand gallons of water per minute. Two of the foreigners are divers and also two Japanese, who have a complete outfit of apparatus for their particular branch of the work. The expedition has been fitted out with every requisite article regardless of cost; and if the *Mary Tatham* can be made to float at all it will be done. We hear that Mr. E. C. Kirby will superintend the work personally.

POLICE SERGEANT CAMPBELL summoned the master of the steam-launch *Cum-shun* before Captain Thomsett this morning, for unlawfully carrying passengers on board on the 22nd, without a licence. The licence expired on the 7th instant, and, through forgetfulness, it appears, was not renewed; but recently an application was made to Mr. Brewer, the Government Marine Surveyor, to inspect the launch prior to a new licence being taken out. Mr. Holmes, of the firm of Messrs. Stephen and Holmes, appeared for the defendant, and asked the Magistrate to deal with the case as lightly as he could, as his client had forgotten to renew the licence. Captain Thomsett remanded the case until the 1st August, to enable the defendant to get the launch inspected. We would suggest the desirability of having the licence form printed both in English and Chinese. At present it is only in English, and natives not understanding the language, can easily overlook the fact of a licence having expired.

ABOUT 6.45 p.m. yesterday, a European gentleman had his olfactory nerves disagreeably disturbed at "The Albany" by a smell of most abominable character. He brought the matter to the notice of a constable, who discovered that the horrible effluvia arose from the dead body of a Chinaman, which was lying on the hillside above "The Albany" in a very advanced stage of decomposition, being literally swarming with maggots, which were holding high feast on the putrid remains. The stench emanating from the body was so disgusting that the coolies could scarcely approach to remove it to the Chinese burying ground. The deceased, who had probably become a burden both to himself and his relations, had apparently gone to the hillside, and there under the broad canopy of heaven had laid himself, Chinese fashion, down to die. The body must have been lying there sometime, and, under the circumstances, was buried without an inquest, being altogether unrecognisable. Dust and ashes, says the inspired volume, why are ye proud?

A CORRESPONDENT writes to the Shanghai *Mercury*—I called attention some time ago to summering ponies. Since then I have carefully noted the appearance of nearly all the old ones, and find that owing to the exceedingly favourable weather we have had, they all look very well indeed, especially Rose, Tajmahal, and First Violin out of Mr. Paul's lot; Red Robin and Dunder of Fernando's; Driving Cloud of Mr. St. Andrews; Wild Dash, First Comet (who appears to be again sound) of Mr. Kerfoot's; Montezuma, Foxhound, Melody, and Pollicen. Prejudice, and Pillager have been living in a mosquito house, no doubt to their comfort if not advantage. But now, a note of warning. Turning out much longer will quickly undo all the good summering under favourable circumstances has done. We may naturally expect much hotter weather, tormenting gaffies, and a cessation of the cool breezes and rains we have been favoured with up to the present; and in my opinion it is sound judgment to take everything that is to race next meeting, up at once, or at the latest by the end of the month. Mr. Ten Broeck, I see, had only a few ponies up for his own riding, but informs me it is his intention to take up his entire stud in a few days. So what with these, Mr. Paul's, St. Andrew's, Bill's and others, we may look for the actual training of over one hundred ponies to commence on the 1st August. I would therefore point out the advisability of the awning and platform at the rails being placed in position, and coffee ready, at that time.

A JINRIKSHA coolie was charged this morning before Captain Thomsen with driving his two-wheeler in a careless manner, with the result of injuring a Chinese boy, eight years of age.—The boy, it appears, was sitting down yesterday in the road, when the jinriksha coolie, with that utter disregard for the limbs of the public for which these street nuisances are distinguished, ran his vehicle against the lad, knocking him from his sitting posture and injuring his arm. A European who happened to see the occurrence, gave the coolie in charge.—The Magistrate fined him five dollars or 10 days' hard labor. Being without the wherewithal in the Mexican line, he went to enjoy the delights of the Government institution over which Mr. Hayward so ably presides, until the 4th proximo.

People who have been so favored as to gain a sight of the electric exhibition at the Crystal Palace, says a contemporary, will have noticed a series of interesting models of window frames and doors of houses fitted with electric bells. Toy-like in appearance, these contrivances seem to be of little use. But, as Pat says, "That's where the mistake comes in." At Liverpool, the other night, these instruments were the means of catching two burglars and preventing a robbery. A gentleman had his house fitted with an electric detector, and the alarm which it gave on the thieves breaking in was so prompt and effectual that they were secured before they had time to steal anything. Bill Sikes will have to study electricity if he wishes to be successful. The crowbar and the dark lantern days have gone by. Even the burglar must march in the path of progress.

ABOUT 6.30 yesterday evening, a Chinaman, aged about 38, who had arrived the same day by the *Catterthun* from Sydney, was found rushing about the barracks in a wild state, indicating that the noble faculty of reason had become deluged in the unfortunate man. He was handed over to the European constable on duty at Murray Wharf, where he made an attempt to throw himself into the water, but was prevented by the constable. Determined, however, if he could not get into the water himself that something belonging to him should, the demented one drew a handkerchief from his breast, in one corner of which were tied 12 sovereigns and some small change, and threw it in. A Gunner of the Royal Artillery, a corps whose members among its members many excellent swimmers—we know one stout non-commissioned officer who can do the whole to perfection in the blowing and floundering line—dived after the handkerchief and fished it up. The Chinaman, who was totally unconcerned, poor fellow, with what was passing around him, was sent to the Civil Hospital, and from there we learn, to the lunatic asylum in Hollywood Road, his condition necessitating such a step.

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the directors to be presented at the ordinary meeting of shareholders, to be held at the Company's hotel, at 4 o'clock p.m., on Friday, the 28th July, 1882:—

An account with Section 13 of the Articles of Association of the Directors has been submitted to the Shareholders, with Statement of Accounts for the six months ending 30th June, 1882.

During the past six months no dividends have been paid, and the building remains in the same satisfactory condition as before.

The 14th share, which in the early days of the Company was abandoned by Shareholders, have been sold at a premium of 21 per cent.

The sum of \$10,000, has been paid off the loan, reducing the same to \$20,000, and since the same were made up a further sum of \$20,000 has been paid in liquidation of the debt, which now stands at \$30,000.

The Board have taken measures to secure a new lease, and have every reason to believe that they will succeed in obtaining considerably better terms than heretofore.

Profits from the accounts, which merely showed the receipts of the Hotel, have been placed at the disposal of the Shareholders, and the same have been placed at the disposal of the Shareholders, and the same have been placed at the disposal of the Shareholders.

After the meeting with the Shareholders, the Directors propose that the system of charging transfer and registration fees be abolished, and that Section 31 of the Articles of Association be amended.

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SHANGHAI.

There are reports amongst the Chinese that Tso Tsung-tung and Hoo Sing-an are busy forming an opposition Steam Navigation Co. to the China Merchants' Co. Mr. O. N. Denny, U. S. Consul-General, we hear, has been granted leave of absence for the purpose of making a visit to the United States. The Hon. John Russell Young, U. S. Minister to China, and Mrs. Young, arrived by the steamer *Albatross* from Japan. From the *Hong Kong* we observe that Mr. Morioka, the prefect of Hyogo Ken, gave an entertainment to Mr. Young and his party on the banks of the Minato-gawa, on the evening of the 10th instant. We hear the party music has been sold and shipped per *Ginkai Maru* to Yokohama. This is to be regretted, as his chances of winning the Shanghai St. Leger were very noisy indeed, on paper.

Quicksilver has been sold and went to Japan by the steamer. His best performance was beating Music easily with 3 lbs. advantage in the weights on the Fourth Day, for the Foxhound Cup 13m. His price, we think, was Tls. 300. Music was sold for Tls. 400. Music beat Quicksilver for second place in the Derby, after being shut in at the rails, level weights, that is, 6 lbs. in favour of Quicksilver.

A Royal Bengal Tiger has been presented by Signor Chiarini to the Shanghai Museum. It is one of a litter of four, born about sixteen months ago in the manager's, and is the second one that has died a natural death, as they do not take well with confinement. Signor Chiarini's gift to the Museum will be highly appreciated; he might have made money by selling the tiger to the Chinese medicine shops, but preferred to give it to the Museum. The curator, Mr. D. C. Jansen, has accepted the gift, and has handed it over to the taxidermist.

The two Shanghai men who did the shooting in Hongkong on Sunday last, are believed to belong to a gang of some thirty or forty pirates or robbers, well known to the authorities at Tientsin, one of them, if not both, having escaped from prison there. One of them was charged with murder, and the other with robbery. A *Courier* is coming down from Tientsin to take them north to settle old scores; and we suppose that before these are settled their heads will be taken off, so that their escape in Hongkong will count for nothing. At the Mixed Court, this morning, Magistrate Chin-chin-chinn the police for having captured these ruffians.—*Mercury*.

A private telegram was received in Shanghai yesterday, the 19th instant, to the effect that Turkey would join England in maintaining order in Egypt.

The Customs are building a lighthouse on Steep Island, and the *Quashing* and *Fathoms* have proceeded thither with building materials. The last new light on the China coast was exhibited for the first time on Houki Island on the 26th of June.

Private property is evidently as jealously guarded in Shanghai as at home; but we were not aware, until last night, that the road on the south side of the theatre was only a public right of way on sufferance. Such, however, it must be, otherwise no individual or individuals would have the hardihood to block this important thoroughfare with a wooden fence at either end. We presume the proprietors of the road have reason for their action, but the wooden railings seem to be temptingly fragile for such roisters of the night as delight in demolishing the symbols of a landed proprietary.—*Courier*.

RICKIANG.

July 18th, 1882.

Since I wrote you last, the water has not risen much; it was at its highest last Saturday when 42' 1" were recorded. The following day it fell 3' and was at 39' 1" and remained at 39' 1". The bund is, of course, still under water, but communication has been partly facilitated by the erection of staging—which the coolies seem to monopolize to a great extent. It is said that the water must probably remain at its present height for another 3 or 4 weeks—a pleasant prospect indeed!

I learn from good sources that much damage was caused by the heavy rains which prevailed lately and flooded the country in this neighbourhood, especially at "L. Ningchow" the well-known tea district, where the water was rushing down the mountains in torrents, carrying away houses, etc., uprooting trees, and destroying and injuring the various plantations. I also hear that a considerable quantity of ready-made tea and tea-dust was lost; the latter will be felt by the Russian brick-tea manufacturers. On the whole, great damage was done, but the Chinese must be accustomed to it and do not mind it so much. The next time they rebuild their houses, they will be probably a foot or two lower. I wonder that the Chinese Government has not yet prohibited inundations in the same way as earthquakes, some time ago. The weather is pleasant; 65° F. is nothing for the middle of July, and slight breezes waft the cancer gently over the muddy deep.—*Courier*.

THE EGYPTIAN CRISIS.

The Times insists that matters have reached such a pass in Egypt that Turkish intervention, limited in its purpose and scope by the instruments which place the relations of Egypt to the world under the control of Europe, must be recognised as the least objectionable expedient for restoring tranquillity. If, when the revolt of Arabi first broke out, England and France had frankly recognised its character, and had promptly acted on the salutary maxim *principis obsta*, Arabi Pasha would long since have ceased to be an incubus on Egypt and a stumbling-block to European diplomacy. That the only solution of the question now lies in an appeal to the sovereignty of the Sultan must be regarded as a triumph for Turkish diplomacy and a corresponding discredit to the foresight of the Western Powers. It only remains now to minimise the inevitable evil by limiting as far as possible the intervention of the Sultan to the actual necessities of the case. If the Porte will consent to summon Arabi Pasha to Constantinople in such a manner that he cannot disobey the summons, it will give a proof of good faith and will go far to remove ulterior difficulties. If this method fails, however, it will leave the Powers to be more circumspect in their control in settling the conditions of actual intervention, and exacting their precise fulfilment.

The Standard observes that the melancholy embarrassment in which the Governments of England and France now find themselves might have been escaped, had they from the first exhibited a prudent attention to international law, and a proper comprehension of the only methods by which physical force can be encountered successfully. One of two things must now happen. Either a large Turkish force will have to be sent to Egypt, and the Sultan will thus appear to be conferring a favour on the Western Powers, instead of exercising a mere right at their invitation; or, in order to avoid the landing of Turkish troops in Egypt, some other expedient must be invented—if, indeed, any other can be suggested that does not entail greater dangers than the one it was invoked to supersede. Matters have been so lamentably mismanaged that no course can now be proposed which does not bristle with objections. As a technical question, there can be no doubt that at the present moment the position of Arabi is far more legal than that

of the Governments of England and France. They have put themselves so flagrantly in the wrong, that they have enabled Arabi to put himself seemingly in the right. Clumsiness greater than that it would not be easy to imagine.

The *Daily News*, although it cannot but think that to call in the aid of Turkey for the pacification of Egypt is a very questionable policy, is of opinion that the Khedive must now be protected. We cannot desert our ally in the hour of his greatest need. But Englishmen can scarcely help asking themselves what interest they originally had in backing Tewfik or Cherif against Ourlali. To secure our route to India hardly any sacrifice would be too great. To promote, so far as lies in our power, the welfare of the Egyptian people is in the circumstances, a moral duty. But to decide when a political agitator is the head of a national movement, and when he is a self-seeking adventurer, would seem to be outside the scope of our authority and beyond the limits of our capacity. We have now committed ourselves to the cause of the Khedive, and two Great Powers are bound to see that a Prince who has trusted and obeyed them shall not suffer for his confidence and complacence.

The *Standard* says:—Foolish accusations are being levelled against the Ministry in certain quarters of having allowed themselves in their Egyptian policy to drift, while in others they are denounced for want of vigour. There is not in reality the smallest foundation for either of these charges. When the Ministry entered office they found the country committed to a partnership with France in the control of Egypt, and whether such an arrangement was prudent or has been necessitated by the logic of events are questions on which there is room for difference of opinion; but it is at least certain that the Government have acted in loyal co-operation with our ally, that they have clearly defined the objects which they sought to attain in Egypt, and that those objects and the measures taken to realise them have hitherto commanded the assent of Europe. The cry for more vigorous action in assertion of British interests is neither more nor less than a survival of Jingoism. It means a repudiation of the right of anybody but ourselves to interfere in Egypt, and the curious circumstance is that it is advocated by the partisans of the Ministry to whom we are indebted for the co-partnership with France.

What, asks the *Pall Mall Gazette*, is the policy which England must pursue? Hitherto our course has been plain and unmistakable. We were bound by every consideration of policy to keep step with France so long as the French Government was willing to make itself a possible ally. It was with while running the risk that have as yet been run in order to exhaust the objections which the French Government entertained to the despatch of Ottoman troops to Egypt; but if, as we altogether refuse to believe, the French Government—notwithstanding all promises to the contrary—were to draw back, or if it were to place any fresh obstacles in the way of the despatch of an adequate Turkish force to terminate the existing anarchy in Egypt, then our Government could have no alternative but to terminate the joint arrangement with France, and, in the words of Sir Charles Dilke, endeavour to adjust the machinery of the European concert for the settlement of the Egyptian difficulty. It would be with the utmost reluctance that England would contemplate even as a possibility the termination of that cordial co-operation between the two Western Powers upon which hitherto all hopes of beneficial action have depended; but if, as is incorrectly assumed in certain quarters, the French Government were to subordinate the discharge of its duties abroad to party exigencies at home, even that alternative would have to be faced. It is the less likely to occur if it is clearly recognised as inevitable, if the "perfect understanding" as to what should be done in certain possible contingencies "is not loyally adhered to in Paris as well as in London. These "possible contingencies" are now the dominant facts of the situation, and it is time that the "perfect understanding" began to bring forth other fruit than an abortive demonstration and a disregarded ultimatum.

The Egyptian game, the *St. James's Gazette* remarks, has been a long one, and people are apt to forget the earlier moves. They are apt to forget that, from as far back as the despatch of the joint Note to the Khedive at the beginning of the present year it became evident that the pretensions of France and England to exclusive influence in Egypt were viewed with no approval by the other European Powers; and it even appeared that the strongest of them was a supporter of the claim of Turkey to take precedence of France and England in any measure of active intervention which might become necessary in Egypt. The Porte, therefore, will have to fear no European opposition to a not too audacious attempt to reassert its position on the Nile; while it must long have been plain to everybody that if the Turk saw nothing to be feared from such an enterprise, there could be little hope of its being forborne from any motive of goodwill. Turkey has no reason to love either the Power which has seized upon Tunis or the Government which is headed by her most bitter enemy. Step by step she has watched her two foes getting into deeper and deeper difficulties in Egypt; she has observed how nearly every event which has happened, every move which has been made either by France and England or by others, has tended to baffle them, to humiliate them, and finally to reduce them to impotence; and if now she has them practically at her mercy, it would be absurd to expect that she will let them off on the easiest terms. It may suit the Porte to put an end to the Egyptian crisis as soon as possible; but there is not the least likelihood that the Western Powers will be allowed to take any such share in the work as may help to restore their lost prestige. The Sultan may, at the very least, be expected to seize upon this occasion to show that it is to him and not to them that Egypt must look in future for the ultimate arbiter of her destinies; and it may be fortunate if he is content with that. It will not suit him, however, what is worse, it may not suit Governments more powerful than his—to pacify Egypt forthwith. There may be purposes to be served by plunging the Western Powers still deeper in this Egyptian imbroglio, rather than by extricating them from it, at whatever sacrifice of their *amour propre*. And we hope that our great and all-wise Minister—who was confident that the Egyptian crisis was coming to an immediate and pacific end—will not too confidently conclude that no such possibility need be taken into account. It would certainly not be premature for him to take a careful survey of the general European situation, and of our own readiness as a Great Power to meet emergencies of far more formidable magnitude than that which confronts us in Egypt.

STEAMERS EXPECTED.

The Eastern and Australian Steamship Company's steamer *Mennium* left Cockatoo for Hongkong on the 12th instant, and may be expected here about the 26th.

The Austro-Hungarian Lloyd's steamer *Daphne* left Singapore on the morning of the 20th instant, and may be looked for here on or about the 26th.

The steamer *Vorigen* left Sydney on the 16th instant, and may be looked for here on or about the 13th August.

"THAMES-STREET INDUSTRIES," by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSWELL & Co., London.—[ADVT.]

To-day's Advertisements.

FOR MANILA, VIA AMOY.
THE Steamship
"ESMERALDA"
Captain Talbot, will be despatched for the above Ports, TO-DAY, the 25th instant, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 25th July, 1882. [520]

FOR MANILA (DIRECT).
THE Spanish Steamer
"EMUY,"
Captain Ortuzar, will be despatched for the above Port, TO-DAY, the 25th instant, at FIVE P.M.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, 25th July, 1882. [514]

TO LET.
No. 4, OLD BAILEY STREET.
No. 9, SEYMOUR TERRACE.
Nos. 2 AND 4, PEDDARS HILL.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 24th July, 1882. [174]

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction, on
THURSDAY,
the 27th of July, 1882, at THREE P.M., on the Premises,
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as Sub-sections B and C of MARINE LOT No. 166. Sub-sections B and C of Section A of MARINE LOT No. 16, measuring North 29th, 10m, South 21th, East 27th, 6m, West 29th, 10m. Together with the TWO HOUSES, Nos. 1 and 3, in Meier Street.
For Further Particulars and Conditions of Sale, apply to
J. M. GUEDES, Auctioneer.
Hongkong, 25th July, 1882. [521]

PUBLIC AUCTION.
THE Undersigned will Sell by Public Auction, on
FRIDAY,
the 28th July, 1882, at 3 P.M., on the Premises,
ALL that PIECE or PARCEL of GROUND Registered in the LAND OFFICE as INLAND LOT No. 416. Together with the 13 HOUSES in Gap Street, Nos. 6, 7 and 8.
For Further Particulars and Conditions of Sale, apply to
J. M. GUEDES, Auctioneer.
Hongkong, 25th July, 1882. [522]

FOR SALE.
FIVE THOUSAND GALLONS, AVERILL AND MONIER AMERICAN MIXED PAINTS. The following Colors:—FRENCH (KEY, STONE, LIGHT STONE, WAGON RED, DARK GREEN, CHROME YELLOW, FIRE PROOF, MARINE BLUE, DARK RED, INSIDE WHITE and OUTSIDE WHITE.
Also,
20 CANS AMERICAN AXLE GREASE.
To be Sold at less than SAN FRANCISCO PRICES. In Quantities to Suit Purchasers.
Apply to
AMERICAN NOVELTY COMPANY, S. B. LEWIS, Manager.
Hongkong, 25th July, 1882. [523]

Intimations.

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [458]

THE PATENT TYPE FOUNDRY COMPANY.
31, RED LION SQUARE, HOLBORN, W.C., LONDON.
SHANKS, REVELL, & Co., PROPRIETORS.
NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDRERS.

Sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing, Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST.
ROBERT FRASER-SMITH,
No. 6, PEDDARS HILL, HONGKONG.
Hongkong, 4th February, 1882. [88]

TOK KEE.

COAL MERCHANT,
18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing.
Hongkong, 13th April, 1882. [234]

SPECIAL NOTICE.
TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, and ADVERTISERS generally are informed that arrangements have been completed to issue daily in connection with all ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH." A SPECIAL ADVERTISEMENT SHEET FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of THREE HUNDRED COPIES, is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.
Hongkong, 1st April, 1882.

Amusements.

EXPECTED SHORTLY.
RETURN AND FAREWELL VISIT TO HONGKONG OF
G. CHIARINI'S
ROYAL ITALIAN CIRCUS AND PERFORMING ANIMALS.
THE MOST GIGANTIC AND MOST TREMENDOUS SHOW EVER BROUGHT TO CHINA.



RETURN OF THE GREAT CONFEDERATION OF CIRCUS TALENT.
THE CHAMPION RIDERS,
BEAUTIFUL EQUESTRIENNES, DARING GYMNASTS, CLASSICAL ATHLETES, JUGGLERS, CONTORTIONISTS, FUNNY CLOWNS, DIMINUTIVE PONIES, AND THE WILD BEASTS.

The Greatest Living Horse Educator,
SIGNOR CHIARINI,
and his Magnificent Horses of World-wide fame.
THE LEADING STARS OF BOTH HEMISPHERES ARE HERE ASSEMBLED TOGETHER.
THE ROYAL BENGAL TIGERS!!!
AND
PROF. JOHNSON, THE CELEBRATED WILD BEAST TAMER.

THE ELEPHANTS FROM CEYLON.
THE ZEBRA FROM SOUTHERN AFRICA.
THE BLACK PANTHERS, (MAN EATERS OF JAVA.)
THE WONDERFUL KANGAROO, (AUSTRALIAN MARSUPIAL).
THE CYNOCEPHALUS PORCARIA FROM MADAGASCAR.
THE SACRED BULL FROM HENARES.
THE INDIAN GAZELLE.
THE LIVING OURANG-OUTANG FROM BORNEO.
THE LAMPOON MONKEYS FROM SUMATRA, BORNEO, CELEBES, &c., &c., &c.

IN ADDITION TO WHICH WILL APPEAR THE IMPERIAL SHIMIDZU JAPANESE TROUPE (8 IN NUMBER).

Recently engaged by Signor CHIARINI at an enormous outlay of Money to travel with his already recognised Great Company.

FRANK G. WILSON, Advance Agent.
Hongkong, July 24th, 1883. [519]

Intimations.

A H O Y.
HOY LEE.
MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Department. A perfect fit and best workmanship guaranteed. Cretones and Chinties for Dresses in all the latest patterns.
No. 112, QUEEN'S ROAD CENTRAL.
Hongkong, 16th May, 1882. [347]

S Z H I N G.
TAILOR.
DEALER in all kinds of Drapery, Silk Handkerchiefs, Embroidered Shawls, &c., &c. HAT AND CAP MAKER.
Ladies material made up, and a perfect Fit Guaranteed at Moderate Charges.
MATTING AND MANILA CIGARS, FOR SALE.
No. 76, WELLINGTON STREET, HONGKONG.
Hongkong, 12th April, 1882. [228]

CHIE N A M.
GOLD AND SILVERSMITH.
WATCH MAKER.
ENGRAVER.
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.
No. 72, WELLINGTON STREET, HONGKONG.
Hongkong, 6th April, 1882. [214]

S U N S H I N G.
DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Wares, Curios, &c., &c. The best house in the trade for high-class Curios. GOLD and SILVER JEWELRY of the most artistic designs. Engraver on Stamps, Seals, &c., &c. The public and Travellers are invited to inspect the show rooms.
No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG.
Hongkong, 1st May, 1882. [298]

Intimations.

SAM HING, (STULTZ).
MERCHANT TAILOR AND OUTFITTER, HAT AND CAP MAKER.

IMPORTER of every description of Gentlemen's Scarves, Collars, Ties, Socks, Umbrellas, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Department. A perfect fit and best workmanship guaranteed. Cretones and Chinties for Dresses in all the latest patterns.
No. 49, and 51, QUEEN'S ROAD CENTRAL, HONGKONG, 1st May, 1882. [393]

L I N G S H I N G.
BOOT AND SHOE MAKER.
No. 5, WELLINGTON STREET, HONGKONG.

THE CHEAPEST SHOP IN THE TRADE
Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's RIDING BOOTS.
Hongkong, 4th April, 1882. [207]

Y E U Q U A.
SHIP, PORTRAIT, AND MINIATURE PAINTER.

LANDSCAPES IN OIL AND WATER COLORS. All Work Executed by First-Class Artists. IVORY MINIATURES A SPECIALITY. SATISFACTION GUARANTEED.
No. 52, C, QUEEN'S ROAD CENTRAL, UPSTAIRS, HONG KONG.
Hongkong, 4th April, 1882. [211]

M. G U E D E S.
HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.
No. 33, WELLINGTON STREET, HONGKONG.
Hongkong, 23rd January, 1882. [62]

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS AND LUMBER. ALWAYS ON HAND.
L. MALLORY, Proprietor.
Hongkong, 24th June, 1881. [495]

Intimations.

HINGKEE'S HOTEL, MACAO.
HINGKEE'S NEW HOTEL ON THE
PRAIA GRANDE
(CLOSE TO THE PUBLIC GARDENS)
is the Largest Hotel ever opened in Macao.

**SPLENDID ACCOMMODATION FOR
FAMILIES AND VISITORS.**

A First Rate Table; capital attendance; Wines
and Spirits of the best quality only and
Charges Strictly Moderate.

ENGLISH AND AMERICAN BILLIARDS.
Macao, 15th July, 1882. [504]

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS
ENGLISH & AMERICAN BILLIARDS.

Tea at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and
within easy distance of the principal landing
places. [475] J. COOK, Proprietor.

WILLIAM DOLAN.

SALE-MAKER & SHIP-CHANDLER,
22, PRATA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.
Hongkong, 1st May, 1882. [294]

G. FALCONER & CO.

**WATCH AND CHRONOMETER
MANUFACTURERS**
AND
JEWELLERS.

**NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.**
No. 46, QUEEN'S ROAD CENTRAL. [434]

WILLIAM SCHMIDT & CO.
**GUNMAKERS AND AMUNITION
DEALERS.**
BEAUFIELD ARCADE.

Arms, Ammunitions, and Requisites of
every description.

Arms Required, Cleaned, or Converted at
moderate charges.

Sporting Guns and Ammunition always
on hand. [28]

CHS. J. GAUPP & CO.
**CHRONOMETER, WATCH, AND
CLOCK-MAKERS.**
JEWELLERS, SILVER-SMITHS, AND
OPTICIANS.

CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; awarded the
highest Prizes at every Exhibition; and
for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE
GLASSES, AND SINGLESSES.
No. 38, QUEEN'S ROAD CENTRAL. [447]

DE SOUZA & CO.
**PRINTERS, STATIONERS, AND
BOOKBINDERS.**
D'AGUIAR STREET.

EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH
ON
VERY MODERATE TERMS.

**SELECTED MATERIALS FOR
MARKET REPORTS**
Book-binding and Ruling in every style executed
at low rates. Workmanship Guaranteed.

Performing and Numbering Machines, and all
other appliances for Book-binding in
first rate working order.

**PROGRAMMES, CIRCULARS, VISITING,
AND MENU CARDS, &c., &c.,**
AT LOWER PRICES THAN ANY HOUSE IN
THE TRADE.

**EXPRESSES ISSUED THROUGHOUT THE
COLONY AT ONE DOLLAR.**

Books, Machine-ruled, of every description
made to order.

A varied stock of specially selected Stationery
always on hand.
Hongkong, 15th June, 1882. [436]

HAIR DRESSING SALOON
HONGKONG HOTEL

W. P. MOORE begs to inform the Gentle-
men of Hongkong and Visitors that he
has reduced the price of Hair-Cutting to 50 cents.
Having now in his employ three competent As-
sistants who are always in attendance, he guar-
antees to execute this class of work in all its
branches, with a perfection which cannot be ex-
ceeded in any part of the World.

Hair-Cutting.....50 Cents.
Shampooing.....25 Cents.
Shaving.....25 Cents.
Trimming Beards.....25 Cents.

**MONTHLY CUSTOMERS TAKEN AT REDUCED
RATES.**

RAZORS MOST CAREFULLY RE-SHARPENED.

Mr. MOORE begs to recommend his
GOGO SHAMPOO WASH
to the public as unrivalled by any prepara-
tion ever produced for promoting the growth
of the hair. The basis of this compound is
made of soap root; the natives of the Philip-
pine Islands never use anything else for
washing their hair; they are never found bald,
and it is quite common to see the females with
hair from 5 to 6 feet long. By constantly using
this Shampoo Wash as directed, you will
NEVER BE BALD.

The proprietor offers the Wash to the public
entirely confident that by its restorative pro-
perties it will without fail arrest decaying
hair. It completely eradicates scurf, dandruff,
and cures all diseases of the scalp. It does not
contain any poisonous drugs. By its cooling
properties it allays the itching and fever of the
scalp, which is the great cause of people losing
their hair.

Mr. MOORE has succeeded in being able to
put this wash up in bottles without allowing it to
ferment, and he will guarantee it to keep any
length of time in any climate. [516]

To be Let.

STORAGE.

THE Undersigned are prepared to take Goods
on STORAGE at their GODOWNS. En-
trance from Praya and Queen's Roads.
TERMS MODERATE.

Apply to
ROSE & Co.,
31 and 33, Queen's Road.
Hongkong, 30th June, 1882. [266]

TO LET.

**APARTMENTS ON THE FIRST FLOOR
OF
"MARINE HOUSE," WEST SIDE,
AND IN
No. 33, POTTINGER STREET.**
Apply to
E. R. BELLIOS.
Hongkong, 21st July, 1882. [513]

Intimations.

IMPORTANT NOTICE.

IN deference to the wishes of a large number
of subscribers we have determined on
after MONDAY, July 24th to issue the "HONG-
KONG TELEGRAPH" SPECIAL ADVERTISE-
MENT SHEET at NOON instead of as at
present. Several important alterations will also
be made in the get-up of the sheet. In addition
to the usual shipping information all the interest-
ing items of late news, such as telegrams, local
occurrences, &c., will be published. A special
report of share and other important business up
to 11.30 A.M. will appear daily in the SPECIAL
ADVERTISEMENT SHEET. Advertisements for
the morning sheet, which are inserted without
extra charge, must be handed in not later than
11 A.M. The SPECIAL ADVERTISEMENT SHEET
is issued GRATIS to all the Mercantile and Ship-
ping Houses, Chinese Hong, and places of
public resort, and is the Best and Cheapest
Advertising Medium in the Colony.
"HONGKONG TELEGRAPH" OFFICE,
6, PEDDAR'S HILL.
Hongkong, 22nd July, 1882.

W. A. H. LOONG,
ESTABLISHED 1865.

**GOLD AND SILVER SMITH AND
JEWELLER.**
DEALER IN
PONGEE Silk Dresses, Crape Shawls, Gauzes,
Ivory, and Lacquered Ware, Matings,
&c., &c. Porcelain, Fans, Curios, Bristles,
Human Hair, and specially selected Feathers
always on hand at Moderate Prices, quality
guaranteed.

No. 60, QUEEN'S ROAD CENTRAL,
HONGKONG.
[399]

THE "HONGKONG TELEGRAPH."
AN INDEPENDENT DAILY PAPER.

PUBLISHED
EVERY AFTERNOON AT FOUR O'CLOCK,
AT THE OFFICE NO. 6, PEDDAR'S HILL.

Terms of Subscription.—Yearly \$20; Half-yearly
\$10; Monthly \$2; Single Copies 20 Cents
each.

The Cheapest and best advertising medium in
Hongkong. Terms can be learnt on application.

A SPECIAL ADVERTISEMENT SHEET
Published Daily at NOON, and circulated
free of charge throughout the Colony.
Hongkong, 1st April 1882.

NOTICE.
BOOKBINDING AND RULING IN ALL ITS
BRANCHES EXECUTED AT VERY LOW
RATES AT THE
"HONGKONG TELEGRAPH" OFFICE.
Account Books ruled to any pattern.
Music bound in Elegant Style with Best
Materials.

"TELEGRAPH" OFFICE, HONGKONG.
HONGKONG RACES, 1882.

NOW READY, PRICE 25c.
**A COMPLETE REPORT OF THE HONG-
KONG RACE MEETING**
OF 1882.

IN PAMPHLET FORM, REPRINTED FROM
THE "HONGKONG TELEGRAPH."
As only a limited number will be printed, orders
should be sent without delay to the
"HONGKONG TELEGRAPH" OFFICE,
No. 6, Peddar's Hill.
Hongkong, 4th March, 1882.

NOTICE.
ARRANGEMENTS have now been com-
pleted which will enable this Office to
undertake all kinds of JOB PRINTING, In-
cluding DIRECTORS' REPORTS, BOOKS,
PAMPHLETS, BALL ROOM, and VISITING
CARDS, PROSPECTUSES, DEBIT NOTES,
LABELS, PROGRAMMES OF ENTERTAIN-
MENTS, TRADE CIRCULARS, and RE-
PORTS, &c., &c.

Accuracy and Best Workmanship guaranteed
at the lowest possible rates.
"HONGKONG TELEGRAPH" OFFICE,
6, Peddar's Hill, 1st March, 1882.

Post Office.

A MAIL WILL CLOSE
For Swatow and Amoy.—Per *Althol*, to-mor-
row, the 26th instant, at 7.30 A.M.
For Manila.—Per *Emmy*, to-morrow, the 26th
instant, at 8.30 A.M.

For Swatow, Amoy, & Fochow.—Per *Thales*,
to-morrow, the 26th instant, at 11.30 A.M.
For Saigon.—Per *Roma*, to-morrow, the 26th
instant, at 4.30 P.M.

For Swatow.—Per *Nona*, to-morrow, the 26th
instant, at 5 P.M.
For Swatow and Bangkok.—Per *Consolation*,
on Thursday, the 27th instant, at 9.30 A.M.

For Shanghai.—Per *Footling*, on Thursday,
the 27th instant, at 3.30 P.M.
For Saigon.—Per *Pernambuco*, on Thursday,
the 27th instant, at 5 P.M.

For Haiphong.—Per *Himalaya*, on Thursday,
the 27th instant, at 5 P.M.
For Fochow, Brisbane, Sydney, Melbourne,
&c.—Per *Catbird*, on Monday, the 31st in-
stant, at 3.30 P.M.

For Kobe and Nagasaki.—Per *Sumida* Maru,
on Friday, the 4th August, at 3.30 P.M.
For Nagasaki and Yokohama.—Per *Sumida*,
on Saturday, the 5th August, at 11.30 P.M.

The Postal Guide published in 1879 being
now somewhat out of date, a revised issue is
printed in the *Hongkong Directory and Hong
Lit for the Far East* for 1882, which super-
sedes all previous editions.

Commercial.

THIS DAY.

Noon.
Banks are again rather firmer this morn-
ing, buyers offering 122 per cent. pre-
mium, without succeeding in obtaining any
shares. A few more small sales of Chi-
nese Insurances have been reported at the
old rate, 230 per share; and a minor
transaction in China Fires at 320 has also
come under our notice. Docks are very
weak, with sellers at 47 per cent. premium,
and a few shares might be secured at
even a lower figure. The stock of the
China Sugar Refining Company has been
negotiated at the advanced quotation of
180 per share, and the demand at that rate
has not been fully supplied. No other
business has been reported this morning.

There is but little to add to the above
report. A slight amount of business in
Docks at the current rate—47 per cent.
premium—has been put through; but
there are plenty shares on the market at
the same figure. In addition to those
chronicled this morning, one or two small
transactions in China Sugar Refining stock
have to be noted. Other shares remain *in
stale quo*.

SHARES.
Hongkong and Shanghai Bank—122 per cent.
premium, buyers.
Union Insurance Society of Canton—\$1,625 per
share, ex div. buyers.

China Traders' Insurance Company—\$1,675
per share, buyers.
North China Insurance—Tls. 1,235 per share,
ex div.

Canton Insurance Company, Limited—\$80 per
share.
Yangtze Insurance Association—Tls. 870 per
share.

Chinese Insurance Company—\$230 per share,
sales.
On Tai Insurance Company, Limited—Tls. 150
per share.

Hongkong Fire Insurance Company—\$985 per
share, buyers.
China Fire Insurance Company—\$320 per share,
sales.

Hongkong and Whampoa Dock Company—47
per cent. premium, sales and sellers.
Hongkong, Canton, and Macao Steamboat Co.
—\$32 per share premium, sellers.

Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$103 per share.
Indo-China Steam Navigation Company, Lim-
ited—3 per cent. premium.

China Sugar Refining Company, Limited—\$180
per share, sales and buyers.
China Sugar Refining Company (Debtures)—3
per cent. premium.

Luzon Sugar Refining Company, Limited—\$129
per share, buyers.
Hongkong Ice Company—\$114 per share, buyers.
Hongkong and China Bakery Company, Limited
—\$60 per share.

Chinese Imperial Loan of 1878—14 per cent. prem.
ex int.
Chinese Imperial Loan of 1881—24 per cent. prem.

EXCHANGE.
ON LONDON.—
Bank Bills, on demand.....3/9
Bank Bills, at 30 days sight.....3/9 1/2
Bank Bills, at 4 months sight.....3/9 1/2
Credits, at 4 months sight.....3/9 1/2
Documentary Bills, at 4 months' sight.....3/9 1/2

ON PARIS.—
Bank Bills, on demand.....4/70
Credits, at 4 months' sight.....4/82
ON BRUSSELS.—Bank, T.T.....224 1/2
ON SHANGHAI.—
Bank, sight.....72 1/2
Private, 30 days sight.....73 1/2

OPUM MARKET.—THIS DAY.
New Malwa.....per picul, \$620
(Allowance, Taels 40.)
Old Malwa.....per picul, \$680
(Allowance, Taels 24.)

New Patna (without choice) per
chest.....\$592 1/2
Old Patna (bottom).....per chest, \$595
Old Patna (without choice) per
chest.....\$562 1/2

Old Patna (first choice).....per chest, \$565
Old Patna (second choice) per chest, \$560
Old Patna (bottom).....per chest, \$567 1/2
New Benares (without choice) per
chest.....\$555
New Benares (bottom).....per chest, \$557 1/2

Old Benares (without choice) per
chest.....\$525
Old Benares (bottom).....per chest, \$527 1/2
Persian.....per picul, \$400

**CHINA COAST METEOROLOGICAL
REGISTER.**
THIS DAY'S TELEGRAMS.

	HONG- KONG.	AM- OY.	SHANG- HAI.	NA- GASAKI.
Barometer.....	29.71	29.71	29.71	29.71
Thermometer.....	84.0	85.0	84.0	84.0
Direction of Wind.....	S. by E.	S. by E.	S. by E.	S. by E.
Force.....	5	5	5	5
Dry Thermometer.....	84.0	85.0	84.0	84.0
Wet Thermometer.....	79.0	79.0	79.0	79.0
Weather.....	bc	bc	bc	bc
Hour's Rain.....	—	—	—	—
Quantity fallen.....	—	0.12	0.91	0.60

Barometer, level of the sea is higher, tens and hun-
dreds.—Thermometer, in Fahrenheit degrees and tens kept
in the open air in a shaded position.—Direction of Wind,
is registered every two points, N., N.E., E., S.E., S., S.W.,
W., W.N.W., N.W., N., &c.—Force of Wind, 0 to 1 is light breeze, 2 to 3 is mod-
erate, 4 to 5 is strong, 6 to 8 is heavy, 9 to 10 is violent.—State of Weather, B. Clear blue sky, C. Cloudy,
D. Drizzle, F. Fog, G. Foggy, H. Hail, L. Light-
ning, M. Mist, O. Overcast, P. Parting showers, Q.
Squally, R. Rainy, S. Snow, T. Thunder, U. Bad,
threatening, V. Visibility, W. Storm, Z. Calm.
The letters are repeated to indicate any increase over the mean
average of their significance. Rain.—The hours of rain for
the previous 24 hours (noon) are registered from 1 to 24
the quantity of water fallen indicated in inches, tenths and
hundredths.

Shipping.

ARRIVALS.

July 24, YANGTSE, French steamer, 3,234. Lar-
mier, Shanghai 22nd July, Mails and Gen-
eral.—Messageries Maritimes.
July 24, ACTIV, Danish steamer, 268, N. C. Reve-
beck, Haiphong 20th July, and Hollow
23rd, General.—C. M. S. N. Co.
July 24, OAKDALE, British steamer, 897, Gilling,
Fochow 22nd July, Ballast.—Adamson,
Bell & Co.
July 24, FOOKSANG, British steamer, 990, Davies,
Shanghai 21st July, General.—Jardine, Ma-
theson & Co.
July 25, CHINA, German steamer, 648, H. Schoer,
Swatow 24th July, General.—Yuen Fat
Hong.
July 25, FOXHOUND, British gunboat, Lieut.
Commander John M. McQuillan, Amoy 22nd
July.
July 25, AJAX, British steamer, 1,524, Alex.
Kidd, Fochow 23rd July, General.—Butter-
field & Swire.

CLEARANCES AT THE HARBOUR OFFICE.
Althol, British steamer, for Swatow.
Emmy, Spanish steamer, for Manila.

DEPARTURES.
July 24, ASHINGTON, British str., for Hongkong.
July 24, PICCOLA, German str., for Singapore.
July 24, PING-ON, British steamer, for Fochow.
July 25, SMYKNOTE, British bark, for Hongkong.
July 25, FOOKSANG, British steamer, for Canton.
July 25, GLAUCUS, British steamer, for Shanghai.

PASSENGERS—ARRIVED.
Per *Activ*, str., from Haiphong, &c.—28 Chi-
nese.
Per *Ajax*, str., from Fochow.—Mrs. Sinnott.
Per *Yangtse*, str., from Shanghai.—Mrs. Blanche,
Mrs. Duval, child, and amah, Messrs. A.
Engelson, Smith, S. B. Lewis, and a Chinese,
for Hongkong. For Saigon.—Mr. J. L. Gloahue,
for Singapore. Messrs. G. B. Sore and Po-
drouski. For Marselles.—Mr. T. L. Hullock
(H.M. Consul), Mr. and Mrs. Rodevald, a child,
and amah, Mr. and Mrs. Shin Sing Ching
and child, and Mr. H. A. Hehnke.

TO DEPART.
Per *Althol*, str., for Swatow.—88 Chinese.
Per *Emmy*, str., for Manila.—220 Chinese.

REPORTS.
The British steamship *Ajax* reports left Fochow
on the 23rd instant. Had light N.E. to
S.E. breeze and fine weather.

ANDY SHIPPING.
ARRIVALS.
July 24, Keelung, British steamer, from Swatow.
July 24, Swatow, British steamer, from Shanghai.
July 24, Castello, British steamer, from Shanghai.
July 24, Fokien, British steamer, from Hongkong.
July 24, Kwangtung, British str., from Fochow.
July 24, Namoa, British steamer, from Hongkong.
July 24, Juno, German bark, from Chiefo.
July 24, Miramar, British steamer, from Swatow.
July 24, Esmeralda, British str., from Hongkong.
July 24, Hailong, British steamer, from Tamsui.
July 24, Blackhills, British steamer, from Swatow.
July 24, Hammonia, Ger. bark, from Newchwang.
July 24, Sze-heon, Chinese gunboat, from Fochow.
July 24, Carlsbrooke, British steamer, from Swatow.
July 24, Swatow, British steamer, from Hongkong.
July 24, Namoa, British steamer, from Fochow.
July 24, Thales, British steamer, from Hongkong.
July 24, Fochow, British steamer, from Swatow.
July 24, Fokien, British steamer, from Tamsui.
July 24, Kristina Nilsson, Swed. brig, put back.
July 24, Anna, German bark, from Chiefo.
July 24, Hallas, German bark, from Chiefo.
July 24, Kjobenhavn, Danish bark, from Chiefo.
July 24, Anna Bertha, Ger. bark, from Newchwang.
July 24, Clara Babson, Brit. bk., from Shanghai.
July 24, Seewo, British steamer, from Shanghai.
July 24, Diamant, British steamer, from Manila.
July 24, Charon Wattana, Siam. sh., from Hongkong.
July 24, Hwai-yuen, Chinese str., from Hongkong.
July 24, Bellerophon, Brit. str., from Hongkong.
July 24, Albay, British steamer, from Hongkong.

DEPARTURES.
July 24, Hailong, British steamer, for Tamsui.
July 24, Marlborough, British steamer, for Swatow.
July 24, Fokien, British steamer, for Tamsui.
July 24, Kwangtung, British steamer, for Swatow.
July 24, Namoa, British steamer, for Fochow.
July 24, Swatow, British steamer, for Swatow.
July 24, Eden, British steamer, for Fochow.
July 24, Kristina Nilsson, Swed. bg., for Nchwang.
July 24, Miramar, British steamer, for Shanghai.
July 24, Esmeralda, British steamer, for Manila.
July 24, Blackhills, British steamer, for Shanghai.
July 24, Hailong, British steamer, for Tamsui.
July 24, Presto, British bark, for Keelung.
July 24, Helene, German bark, for Chiefo.
July 24, Thales, British steamer, for Fochow.
July 24, Namoa, British steamer, for Shanghai.
July 24, Namoa, British steamer, for Fochow.
July 24, Fochow, British steamer, for Shanghai.
July 24, West-hoon, Chinese gunboat, for Fochow.
July 24, Seewo, British steamer, for Swatow.
July 24, Carlsbrooke, British str., for Singapore.
July 24, Fokien, British steamer, for Swatow.
July 24, F. C. Sieben, German bark, for Taiwanfo.
July 24, Diamant, British steamer, for Manila.
July 24, Bellerophon, British str., for Shanghai.

YOKOHAMA SHIPPING.
ARRIVALS.
July 24, Tamara Maru, Japan. str., from Kobe.
July 24, Arabi, British steamer, from Hongkong.
July 24, D. of Edinburgh, Rus. frigate, from Kobe.
July 24, Chitose Maru, Japan. steamer, from Kobe.
July 24, Taganoura Maru, Japan. str., from Yokkaichi.
July 24, Sumanoura Maru, Japan. bk., from Nankai.
July 24, Toyoshima Maru, Japan. str., from Kobe.
July 24, Hiroshima Maru, Japan. str., from Shanghai.
July 24, Taganoura Maru, Japan. str., from Kobe.
July 24, Kworio Maru, Japan. str., from Yokkaichi.
July 24, Kumamora Maru, Japan. str., from Otaru.

DEPARTURES.
July 24, Kokonyo Maru, Japan. str., for Hakodate.
July 24, Shinagawa Maru, Japan. str., for H'date.
July 24, Shario Maru, Japan. steamer, for Nobori.
July 24, Takasago Maru, Japan. steamer, for Kobe.
July 24, Dorothy, British bark, for Nagasaki.
July 24, Tamara Maru, Japan. steamer, for Kobe.
July 24, Villars, French corvette, for Nagasaki.
July 24, Awajishima Maru, Japan. bk., for N'saki.
July 24, Nagoya Maru, Japan. str., for Shanghai.
July 24, Strathmore, British steamer, for Kobe.
July 24, Taganoura Maru, Japan. str., for Yokkaichi.
July 24, Radnorshire, British steamer, for London.
July 24, Arabi, British steamer, for San Francisco.
July 24, Toyoshima Maru, Japan. str., for H'date.

HONGKONG TEMPERATURE.
(FROM MESSRS. FALCONER & CO.'S REGISTER).
YESTERDAY.
Barometer—4 P.M. 29.71
Barometer—1 P.M. 29.76
Thermometer—4 P.M. 84
Thermometer—1 P.M. 85 (Wet bulb) 81
Thermometer—4 P.M. (Wet bulb) 81
Thermometer—1 P.M. (Wet bulb) 81
TO-DAY.
Barometer—9 A.M. 29.78
Thermometer—9 A.M. 83
Thermometer—3 P.M. 83 (Wet bulb) 81
Barometer—1 P.M. 29.73
Thermometer—1 P.M. 82
Thermometer—Maximum (over eight) 83
Thermometer—Minimum (over eight) 80

SHIPPING IN HONGKONG.

STEAMERS.

July 21, BENEDICT, British steamer, 1,000, J.
Ross, Glasgow via Singapore 15th July,
General.—Gibb, Livingston & Co.
July 22, CANTON, British steamer, 1,095, J. C.
Jacques, Saigon 18th July, Rice and General.
—Sue Loong Chan.
July 24, CHINKIANG, British steamer, 799, S. M.
Orr, Canton 13th July, General.—Siemssen
& Co.
July 24, CATTERTHUN, British steamer, 1,497,
F. Hirsted, Sydney 27th June, Townsville
and July, Cooktown 3rd, Thursday Island
6th, and Port Darwin 13th, General.—Gibb,
Livingston & Co.
June 29, CLIFTON, British steamer, 1,717, H. F.
Holt, Newcastle 6th June, Coals.—Burnco
Co., Limited.
September 28, CONQUEST, British steamer, 315
—Jardine, Matheson & Co.
July 16, CONSOLATION, British steamer, 764, R.
Young, Bangkok 9th July, Rice and Gen-
eral.—Niven Est. Hong.
July 14, CORTIC, British steamer, 4,366, W. H.
Kilday, San Francisco 17th June, and Yoko-
hama 8th, Mails and General.—O. & O. S.
S. Co.
July 24, EMU, Spanish steamer, 222, G. Ortizar,
Amoy 22nd July, General.—Remedios & Co.
July 24, ESMERALDA, British steamer, 365, R.
Talbot, Manila 21st July, General.—Russell
& Co.
Fame, British steamer, 117, Stopani (lug plying)
Hongkong and Whampoa Dock Co.
July 24, FALCON, British steamer, 754, W. Ali-
son, Saigon 11th July, Rice.—Captain.
April 14, HONKIKONG, British steamer, 67—
Kwok Acheong & Sons.
Dec. 19, JOLOAN, Spanish steamer, 634, Mar-
quez—R. Mourente.—Cosmopolitan Dock.
July 22, MENZELI, French steamer, 1,209,
Homer, Yokohama 16th July, Mails and
General.—Messageries Maritimes